



# MEETING MINUTES

## Golden Valley Bicycle and Pedestrian Planning Task Force

Meeting #3 – January 11, 2017

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### **Present:**

Council Member: Steve Schmidgall

Staff: Jason Zimmerman, Emily Goellner, Marc Nevinski, Jeff Oliver, Eric Eckman, and consultants Mike Kotila and Heather Kienitz

Task Force Members: Billy Binder, Kelly Grissman, Dawn Hill, Hubert Humphrey III, Paul Klaas, Robert Mattison, Paula Pentel, Dawn Peterson, Laura Pugh, Wendy Rubinyi

### **1. Call to Order**

Schmidgall called the meeting to order at 6 pm.

### **2. Approval of Minutes**

The Task Force reviewed the meeting minutes from October 3, 2016. No changes were suggested.

**MOTION:** Motion to approve the minutes as submitted was approved.

### **3. Goals and Community Input**

Goellner presented information on the timeline for this planning process and reminded the Task Force that the final deliverable will be a set of recommendations that will be incorporated into the 2040 Comprehensive Plan upon approval by the Planning Commission and City Council in 2017. Goellner summarized the results of the group exercises at Meeting #1 and Meeting #2, which focused on goals for the bicycle and pedestrian network as well as specific network connections to fulfill those goals. Goellner noted that themes emerged from these exercises – improving the safety of major intersections, providing comfortable and safe facilities, improving compatibility between the various modes of transportation, Highway 55 as a barrier to better connectivity, removing barriers and gaps in the system, the desire of community members to reach key destinations by bicycle or walking, and adding bicycle racks. Goellner asked the Task Force for their feedback on the adjustments that were made to the goals by staff following Meeting #2. There was consensus from the group to reorder the objectives to read from the most general statements to the most specific. There was also consensus from the group that details within the Goals and Objectives document such as the emphasis on Highway 55 and north-south routes as well as the policy allowing bicyclists on sidewalks could be further adjusted following the results of the Task Force's discussion at Meeting #3 and that further changes to this document would be discussed again at Meeting #4. Goellner noted that staff would also work on providing specific policies in this document for Meeting #4 and that the language from this document would be included in the 2040 Comprehensive Plan.

### **4. Route and Intersection Improvements**

Goellner shared a map of the routes identified by the Task Force, the public via the online Wikimapping tool, written comments from the public, and recommendations from past planning efforts. She noted that staff met about five times since Meeting #2 to work through the Task Force's recommendations and the following routes were eliminated from further consideration by staff with other routes being analyzed instead:

- Mendelsohn Avenue route removed and replaced by Gettysburg Avenue due to right-of-way and cost constraints.
- Winnetka Avenue south of Western Avenue route removed and Brookview Parkway and Pennsylvania utilized instead.
  - Hill and Pentel noted that this was an important route to consider for several reasons
  - Zimmerman and Oliver stated that while it's an ideal route, the implementation is impractical because it would be economically infeasible to provide a route that would be considered safe and comfortable given the physical constraints and high traffic volumes and speeds.
  - Eckman and Grissman noted that it's important that the City not implement or endorse bicycle routes that are not considered safe for all ages and abilities.
  - Task Force agreed that even with challenges, this route should still be identified in the Comprehensive Plan for long-term implementation if opportunities arise.
- Canadian Pacific Railroad Regional Trail Corridor removed from more detailed further analysis due to significant challenges for implementation.
  - Klaas noted that it still be shown in the Comprehensive Plan for long-term implementation and the Task Force agreed. Goellner noted that the Metropolitan Council requires that this potential regional corridor be identified in the Comprehensive Plan.
- East-West route through Honeywell Campus, crossing under or over the Canadian Pacific Railroad near Duluth Street. Staff proposed utilizing Olympia Street instead because it would be easier to implement.
- Connection from Highway 100 pedestrian bridge to Duluth Street that utilized Vail Crest Road and the Bassett Creek Nature Area was replaced with Lilac Drive, Westbrook Road, and Brookridge Avenue in order to avoid challenges to build a facility that is ADA compliant and to avoid the need for a mid-block crossing on Duluth Street.

## **5. Facility Types and Treatments**

Kienitz presented information about various bicycle facilities and answered numerous questions from the Task Force. Topics covered included: the use of signs and/or sharrows on Local-Residential streets; education for drivers; locations of street stencils; the concept of “sign clutter”; and school proximity as a potential criteria for applying treatments. Kienitz also presented information about various intersection crossing treatments and the Task Force discussed the following: signage at pedestrian crossings; potential locations of bike boxes in Golden Valley; various aspects of lighted crossing signals; and the usefulness of stand-alone pedestrian signage.

Zimmerman handed out a map of the existing and proposed bike routes with the staff-recommended treatments applied to each segment. He asked that the Task Force members look closely at the recommendations before Meeting #4 and come prepared to discuss any potential changes.

Rubinyi asked about grade separated options for crossing Highway 55. Oliver described the proposal to construct a tunnel under 55 in the vicinity of the Perpich School if funding can be obtained. He also described a concept for improvements at the intersection of Glenwood Avenue and Highway 55. Grissman asked that grade separated options be included in the list of tools for intersection improvements.

Humphrey suggested that the final product should include mention of new technologies in automobiles or bicycles that may influence how facilities are designed or maintained.

#### **6. Glenwood Avenue**

Binder discussed the upcoming opportunity to influence the design of Glenwood Avenue as part of the upcoming mill and overlay by Hennepin County in 2017 and 2018. He stressed his preference for protected bike lanes on Glenwood with pylons. Pentel asked if there was enough room to install protected bike lanes. Kienitz replied that widths along Glenwood varied and that in some places there was not enough room. Oliver gave an overview of the high costs associated with the installation and maintenance of pylons and the risks to the integrity of the pavement that they might introduce. He stressed that the volumes on Glenwood do not warrant protected bike lanes, and that staff felt the significant financial commitment could be better used elsewhere in the City. Klaas pointed out that residents along Glenwood and bicyclists who use it would prefer protected bike lanes and that the physical barrier is very important to instilling a feeling of safety. Oliver indicated that Hennepin County would be holding an Open House soon to get feedback from residents along Glenwood. Binder reported that Minneapolis is putting in protected bike lanes on Glenwood closer to downtown and that studies have suggested three times as many people would use protected vs. unprotected bike lanes.

#### **7. Adjournment**

Moved by Schmidgall to adjourn at 8:05 pm. Motion carried unanimously.